

**Report to** Cabinet  
12 February 2020  
**Report of** Director of Place  
**Subject** Greater Norwich Joint Five Year Infrastructure Investment  
Plan 2020-2025

**Item**

10

## **KEY DECISION**

### **Purpose**

To consider the draft Greater Norwich Joint Five Year Infrastructure Investment Plan 2020-2025.

### **Recommendations**

- 1) To agree the Greater Norwich Joint Five Year Infrastructure Investment Plan 2020-2025, included in Appendix 1;
- 2) To approve the CIL allocations included within the first year of the five-year plan forming the 2020/21 Annual Growth Programme.
- 3) To recommend to council the inclusion of the following projects (totalling £581,238 in 2020/21, £110,975 in 2021/22 and £85,675 ) into the council's capital programme commencing in 2020/21:
  - 20 Acre Wood Community Access Improvements
  - Hellesdon Station Green Infrastructure Improvements
  - Norwich Parks Tennis
  - Recreation Road Pool

### **Corporate and service priorities**

This report meets the corporate priority great neighbourhoods, housing and environment.

### **Financial implications**

The council will need to include the following projects (totalling £581,238 in 2020/21, £110,975 in 2021/22 and £85,675) into the capital programme commencing in 2020/21:

- 20 Acre Wood Community Access Improvements- £62,450 (project fully funded by CIL in 2020/21)
- Hellesdon Station Green Infrastructure Improvements- £232,300 CIL (towards the total project value of £453,399, (CIL draw down £36K in 20/21, £111K in 2021/22; £86K in 2022/23)
- Norwich Parks Tennis- £103,808 in 2020/21 towards the total project value of £423,138
- Recreation Road Pool- £60,000 (project fully funded by CIL in 2020/21).

All projects are fully funded and no further funding is required from the council

**Ward/s:** All Wards

**Cabinet member:** Councillor Waters: Leader

**Contact officers:**

Gwyn Jones, city growth and development manager

212364

**Background documents**

None

# Report

## Background

1. In 2013 the Greater Norwich authorities (Broadland District Council, Norwich City Council, South Norfolk Council and Norfolk County Council) together with the New Anglia Local Enterprise Partnership, signed a City Deal with Government to help achieve our growth ambitions. The City Deal established a Infrastructure Investment Fund (IIF) supported through Government-approved access to borrowing at a preferential rate and the local authorities' commitment to pool a significant proportion of Community Infrastructure Levy (CIL) income.
2. The Greater Norwich Growth Board has responsibility for managing the IIF and assembling the Annual Growth Programme (AGP) from the Joint Five-Year Infrastructure Investment Plan (5YIIP).
3. Prior to the preparation of this 5YIIP, the Greater Norwich Infrastructure Plan (GNIP) was updated, see link:  
<http://www.greaternorwichgrowth.org.uk/delivery/greater-norwich-infrastructure-plan/>
4. The GNIP identifies infrastructure priorities to the end of the Joint Core Strategy period (2026) and details the progress of infrastructure delivery within the Greater Norwich area.

## Introduction

5. The projects identified within this 5YIIP are those currently considered to be a priority for delivery to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal. One of the key strands of the City Deal was the delivery of an infrastructure programme facilitated by a pooled funding arrangement between the Authorities.
6. Income received from the Community Infrastructure Levy (CIL) is pooled within the Infrastructure Investment Fund (IIF) which is administered by the Greater Norwich Growth Board (GNGB).
7. The projects which are recommended to receive IIF funding during the forthcoming financial year will be adopted as the 2020/21 Annual Growth Programme (AGP).
8. This Plan incorporates the updated position on infrastructure delivery, includes revised CIL income forecasts, provides updates on projects accepted within previous AGPs and outlines planned preparatory work for infrastructure schemes for future years.

9. The draft Five Year Infrastructure Plan 20-25, is included at Appendix 1.

### **20/21 Annual Growth Programme (AGP)**

10. In accordance with the agreed processes for the Infrastructure Investment Fund (IIF), the Greater Norwich Infrastructure Delivery Board (IDB) met on the 11th of October 2019 to agree which projects are to be put forward as the proposed 2020/21 Annual Growth Programme (AGP). As a result, 12 new projects totalling £2.85million have been recommended to be supported through the IIF.

<b>Project Name</b>	<b>District</b>	<b>Amount of CIL requested</b>	<b>Total project size</b>
20 Acre Wood Community Access Improvements	Norwich	£ 62,450	£ 62,450
Aylsham Sports Hub Stage 3	Broadland	£ 475,000	£ 985,750
Crusaders RFC Clubhouse Extension	South Norfolk	£ 150,000	£ 600,000
East Wymondham GI	South Norfolk	£ 45,862	£ 45,862
Frenze Beck GI	South Norfolk	£ 35,000	£ 35,000
Hellesdon Station GI	Norwich	£ 232,300	£ 453,399
Ketts Country Long Distance Trail	County	£ 97,630	£ 97,630
North-West Woodlands Project	Broadland	£ 715,000	£ 715,000
Norwich Parks Tennis	Norwich	£ 103,808	£ 423,138
Plumstead Road Roundabout	Broadland	£ 725,000	£ 1,350,000
Recreation Road Pool	Norwich	£ 60,000	£ 60,000
Wymondham Tennis Club	South Norfolk	£ 149,932	£ 149,932

11. In addition, it is proposed that Education receive £2million to support the development of their capital programme within Greater Norwich. This allocation will support an extensive expansion project at Ormiston Victory Academy.

12. It is also proposed that the £561,760 which has previously been commitment to funding Hempnall Crossroads, will be paid directly from the IIF within this AGP.

13. In the previous version of this Plan it was agreed to use the cash reserve to manage cash flow in 19/20. As a result of careful project management and re-profiling of project drawdowns, there are now sufficient funds

available for the full re-instatement of the £2million cash reserve through this AGP.

14. Approximately £665,000 from the IIF remains committed to ongoing projects that were identified in previous AGPs. Delivery updates for these projects are provided in the Appendix of the 5YIIP- provided as Appendix 1 of this report.

15. The total value of the 20/21 Annual Growth Programme is £7,413,742

**Projects to be included within the Council's capital programme from 2020/21.**

16. Of the 12 new projects recommended, 4 are within Norwich. These are to be supported by £458,558 CIL funding from the IIF. These are:

- 20 Acre Wood Community Access Improvements- £62,450 (project fully funded by CIL in 2020/21)
- Hellesdon Station Green Infrastructure Improvements- £232,300 CIL towards the total project value of £453,399, (CIL draw down £36K in 20/21, £111K in 2021/22; £86K in 2022/23)
- Norwich Parks Tennis- £103,808 towards the total project value of £423,138 (all CIL spend in 2020/21)
- Recreation Road Pool- £60,000 (project fully funded by CIL in 2020/21)

17. The CIL funded elements of the Hellesdon Station Green Infrastructure Project, which relate to our natural areas, will be managed by the City Council and span three financial years. They will be closely co-ordinated with the other element of the project, which involves the realignment of Marriott's Way, to be managed by the County Council and funded through the DfT's Transforming Cities Fund.

18. The 3 other projects will be managed by the city council and completed in 2020/21.

19. In total £581,238 will need to be included in the council's capital programme for these projects in 2020/21, £110,975 in 2021/22 and £85,675 in 2022/23.

20. Further details of each project can be found within the Appendix of the 5YIIP, which is included as Appendix 1 to this report.



## Integrated impact assessment



**NORWICH**  
City Council

The IIA should assess **the impact of the recommendation** being made by the report  
Detailed guidance to help with the completion of the assessment can be found [here](#). Delete this row after completion

### Report author to complete

Committee:	Cabinet
Committee date:	12 February 2020
Director / Head of service	Graham Nelson
Report subject:	Greater Norwich Joint Five Year Infrastructure Investment Plan
Date assessed:	18/12/19





	Impact			
Economic (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Finance (value for money)		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Brings funding from the Growth Programme for projects in Norwich
Other departments and services e.g. office facilities, customer contact	X	<input type="checkbox"/>	<input type="checkbox"/>	
ICT services	X	<input type="checkbox"/>	<input type="checkbox"/>	
Economic development	X	<input type="checkbox"/>	<input type="checkbox"/>	
Financial inclusion		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Availability of use of Recreation Road pool and improved public tennis facilities will assist financial inclusion
Social (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Safeguarding children and adults	X	<input type="checkbox"/>	<input type="checkbox"/>	
<u>S17 crime and disorder act 1998</u>	X	<input type="checkbox"/>	<input type="checkbox"/>	
Human Rights Act 1998	X	<input type="checkbox"/>	<input type="checkbox"/>	
Health and well being		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved sports facilities and open space improvements will promote health and well being

	Impact			
Equality and diversity (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Relations between groups (cohesion)	X	<input type="checkbox"/>	<input type="checkbox"/>	
Eliminating discrimination & harassment	X	<input type="checkbox"/>	<input type="checkbox"/>	
Advancing equality of opportunity	X	<input type="checkbox"/>	<input type="checkbox"/>	
Environmental (please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments
Transportation		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Hellesdon Station/ Marriott's Way improvements will promote walking and cycling
Natural and built environment		<input checked="" type="checkbox"/>	<input type="checkbox"/>	Hellesdon Station and 20 acre wood will improve the natural environment
Waste minimisation & resource use	X	<input type="checkbox"/>	<input type="checkbox"/>	
Pollution	X	<input type="checkbox"/>	<input type="checkbox"/>	
Sustainable procurement	X	<input type="checkbox"/>	<input type="checkbox"/>	
Energy and climate change	X	<input type="checkbox"/>	<input type="checkbox"/>	
(Please add an 'x' as appropriate)	Neutral	Positive	Negative	Comments

	Impact			
<b>Risk management</b>	X	<input type="checkbox"/>	<input type="checkbox"/>	<p>The most significant risks are project cost and delivery risks. These remain with the project promoter.</p> <p>There is a risk that CIL income will not cover all commitments made within the agreed programme. The GNGB have mitigated these risks by instructing officers to monitor CIL forecasting methods whilst also establishing a new £2million cash reserve.</p>

Recommendations from impact assessment	
<b>Positive</b>	
<b>Negative</b>	
<b>Neutral</b>	
<b>Issues</b>	

**Other resource implications (staff, property)**

The programme will be managed within existing resources and will require continued support for the Greater Norwich Projects Team. Resources for project delivery will be the responsibility for the project promoter.

**Legal implications**

The pooling arrangements and the designation of an Accountable Body are set out in the Joint Working Agreement and the further agreement formalising the commitment to pool Community Infrastructure Levy (CIL) income across the Greater Norwich area signed on 21 October 2015.

# **Greater Norwich Growth Board**

## **Joint Five-Year Investment Plan**

**November 2019**

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## **INTRODUCTION**

The projects identified within this Infrastructure Investment Plan are those currently considered to be a priority for delivery to assist in achieving the economic growth targets as set out in the Joint Core Strategy and the Greater Norwich City Deal; one of the key strands of the City Deal was the delivery of an infrastructure programme facilitated by a pooled funding arrangement between the Authorities.

Income received from the Community Infrastructure Levy (CIL) is pooled within the Infrastructure Investment Fund (IIF) which is administered by the Greater Norwich Growth Board (GNGB). The projects which receive IIF funding during the forthcoming financial year will be adopted as the 2020/21 Annual Growth Programme (AGP).

This Plan incorporates the updated position on infrastructure delivery, includes revised CIL income projections, provides updates on projects accepted within previous AGPs and outlines planned preparatory work for infrastructure schemes for future years.

## **DEVELOPMENT OF THE JOINT FIVE-YEAR INVESTMENT PLAN**

Prior to the development of this Plan, the Greater Norwich Infrastructure Plan (GNIP) was updated<sup>1</sup>. The GNIP identifies infrastructure priorities to the end of the current Joint Core Strategy (2026) and details the progress of infrastructure delivery within the Greater Norwich area. The latest version also provided strategic priorities against which the projects submitted for funding have been assessed.

This Plan provides the reprogrammed financial commitments for IIF funding against the forecasted CIL income until 2024/25. This will be followed by the Annual Growth Programme (AGP) for 2020/21, which will provide more detail on the projects which have been accepted on to the Greater Norwich Growth Programme.

Since the last 5YIP, the GNGB have agreed new processes for project selection in 2020/21. This included a full application process, and a call for projects ran from the publication of the GNIP to the end of June 2019. Following this, the Greater Norwich Projects Team (GNPT) have appraised each submission and provided recommendations to the IDB. The new processes have led to clear acceptance criteria for projects, a measured and robust selection process and this enables the GNGB to allocate CIL in a clear and decisive manner.

The three District Councils will consider this Plan in January/February 2020. Projects listed within the forthcoming financial year should be considered as the proposed AGP for 2020/21. The projects included within the proposed AGP for 2020/21 have all been through the project selection process and have been recommended for approval by the Infrastructure Delivery Board (IDB). As per the process changes which were agreed at the GNGB meeting of the 27<sup>th</sup> of November 2018, the approval of this plan by each District Council will commit IIF funding to those projects.

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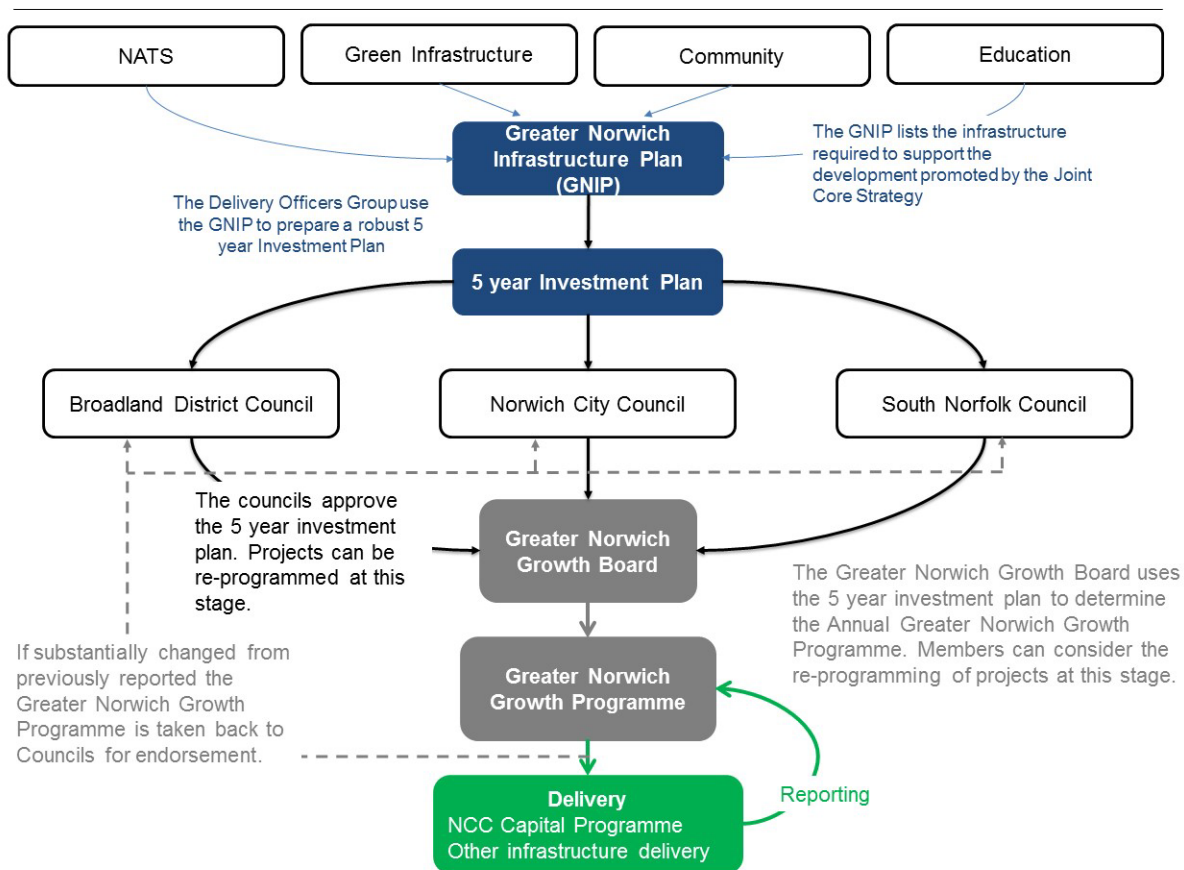
<sup>1</sup> <http://www.greaternorwichgrowth.org.uk/delivery/greater-norwich-infrastructure-plan/>

The GNGB will consider this Plan at its meeting in November 2019.

As the Accountable Body for the GNGB, Norfolk County Council will also receive a report on the 2020/21 AGP in early 2020.

The Five-Year Infrastructure Investment Plan process is illustrated in Figure 1, below.

**Fig. 1 – Infrastructure Investment Plan Development Process**





## PROPOSED 2020/21 ANNUAL GROWTH PROGRAMME

In accordance with the processes for the Infrastructure Investment Fund (IIF), the Infrastructure Delivery Board met on the 11<sup>th</sup> of October 2019 to agree which projects are to be put forward as the proposed 2020/21 Annual Growth Programme (AGP). As a result, 12 projects totalling £2.85million have been identified to be supported through the IIF. Details of these projects have been included in this report as Appendix A.

Project Name	Applicant	Amount of CIL requested	Total project size
20 Acre Wood Community Access Improvements	Norwich	£ 62,450.00	£ 62,450.00
Aylsham Sports Hub Stage 3	Broadland	£ 475,000.00	£ 985,750.00
Crusaders RFC Clubhouse Extension	South Norfolk	£ 150,000.00	£ 600,000.00
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Norwich Parks Tennis	Norwich	£ 103,808.00	£ 423,138.00
Plumstead Road Roundabout	Broadland	£ 725,000.00	£ 1,350,000.00
Recreation Road Pool	Norwich	£ 60,000.00	£ 60,000.00
Wymondham Tennis Club	South Norfolk	£ 149,932.40	£ 149,932.40

The GNGB made a decision at the meeting of June 2019 to support the funding of the North West Woodlands Project through CIL outside of the project selection process. This was due to a short timescale for the purchase of the site. The £715,000 for this project has been split equally across the 5 financial years included within this plan, and this figure has been included in the total above.

It is proposed that Education receive £2million to support the development of their capital programme within Greater Norwich. This allocation will support development at Ormiston Victory Academy.

It is also proposed that the £561,760 commitment to the funding of Hempnall Crossroads will be paid for from the CIL pot. IDB had previously made a commitment in June 2017 to fund this amount for the project.

As a result of careful project management and reprofiling of project drawdowns, the funds allow for the full re-instatement of the £2million cash reserve in this AGP. Previously, the GNGB had agreed to use the cash reserve to manage cash flow in 19/20.

Approximately £665,000 from the IIF remains committed to ongoing projects that were identified in previous AGPs. Updates on these projects are provided in Appendix C.

## **TRANSPORT**

### **Transport for Norwich (TfN)**

The Norwich Area Transportation Strategy (NATS), now renamed Transport for Norwich (TfN), is the adopted transport strategy used to deliver improvements across Greater Norwich. The current strategy recognises that everybody's journeys are different and looks to give people viable options on how they choose to travel and actively promotes sustainable transport. The strategy has already delivered key improvements such as the Broadland Northway, a network of Park and Ride facilities and 'Pedalway' cycle routes, the award-winning Norwich Bus Station and bus priority measures in the City Centre and along radial routes.

The implementation plan of transport delivery was adopted 2010 and updated in 2013 and set out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term.

In 2018, the TfN Board agreed to a review of the transport strategy and an update of its implementation plan. This is underway and an initial public consultation in March 2018 highlighted that investment in public transport was the top priority, with measures to tackle congestion, maintaining existing infrastructure and reducing the impact transport has on air quality being other key priorities. It is envisaged that a new preferred strategy and implementation plan will be consulted on early-2020 for full adoption later in 2020.

#### Projects supported by IIF

The 2015/16 AGP agreed to the use of the IIF to top up other funding to help deliver the NATS programme over the period 2015/16 to 2019/20 and committed a total of £3,570,000. Many projects which were initially programmed to receive IIF funding have since taken advantage of alternative external funding streams including Growth Deal and Cycle City Ambition Grant (CCAG) to deliver projects. The NATS projects which have been allocated IIF are:

- GP11 - St Clements Toucan crossing
- GP13 - Eaton Centre Interchange
- GP13b - Roundhouse way Bus Interchange
- GP16 - Golden Ball street highways improvements
- GP17b - A140 corridor Improvements north of the city
- GP24 - Colney River Crossing
- GP32 - Broadland Way: Green Lane North to Plumstead Rd
- GP45 - Green Pedalway junction improvements
- GP46 - Marriotts Way: Access improvements in Costessey
- GP53 - Marriotts Way: Resurfacing at Drayton

## Strategic Transport Schemes

The 2016/17 AGP agreed to use IIF funding in future years to ensure the delivery of large strategic transport projects, including the Broadland Northway and Long Stratton bypass together with Hempnall crossroads junction.

### GP25 - Broadland Northway

Construction of the Broadland Northway was completed in April 2018 and there has been significant positive feedback from residents and businesses regarding the reduced journey times and simpler journeys the new route provides. The monitoring of traffic impacts is ongoing. The road was paid for by the Department for Transport, Growth Point funds and the Community Infrastructure Levy. With the agreement of all the Greater Norwich partners, £40m of borrowing to support its delivery took place during the 2016/17 financial year and will be repaid by future CIL income from the IIF.

### GP26 - Long Stratton Bypass and Hempnall Crossroads

The Long Stratton Bypass will be funded from a combination of developer funding and public sector funding. It was announced in September 2019 that the Department for Transport had awarded major road network funding for the development of the business case for the Long Stratton bypass. This enables the scheme to move forwards to the next stage of development. The remainder of the funding will be made up of a developer contribution and up to £10m of CIL supported borrowing. If appropriate funding can be secured, work could start in 2022.

Hempnall crossroads is now operational with all arms open except B1527 Hempnall Road which will remain closed until the scheme's completion. The project is progressing in accordance with the programme and is expected to complete on 1<sup>st</sup> November 2019 as planned (excluding landscaping works). The 2020/21 Annual Growth Programme includes a £561,760 contribution to this project, listed as GP26b in Appendix B.

## Other funding streams

A range of funding in addition to that from the IIF will continue to be sought to fund the existing and future TfN Implementation Plans, which will include locally held Local Transport Plan funding, as well as Cycle City Ambition Grant (CCAG), Local Growth Fund monies and specific funding awards from government.

### Transforming Cities Fund

In September 2018, the County Council was informed that Greater Norwich had been shortlisted as one of 10 cities in the UK that is eligible to apply for a share of a £840m

Transforming Cities fund covering the period 2018/19 to 2022/23. This was subsequently increased to 12 cities and a share of £1.2bn following a later budget announcement. The Greater Norwich 'Transforming Cities' application is based around transforming connectivity in and around Norwich through a coordinated package of improvements on three transport corridors and in the city centre.

Greater Norwich was successful in securing an initial allocation of £6.1m from an early allocation of Transforming Cities funding. This is being used to deliver 6 transport schemes across Greater Norwich during 2019/20, which include new pedestrian crossings, cycle facilities, improvements to Norwich bus station and the implementation of a new cycle share project in March 2020.

The application for the main element of funding needs to be submitted by 28 November 2019. Further information on whether funding is secured and its value will not be known until March 2020. Although a range of funding is being sought, it is likely that there will be further requests for funding from the IIF to support and complement projects which are part of the Transforming Cities Fund programme, all of which are listed in Appendix D.

### Future Mobility Zone

In the 2018 budget, the Government announced a top-up to the Transforming Cities Fund (TCF). This comprises £90 million of capital funding to create up to three Future Mobility Zones (FMZs). These will focus on trialling new approaches to mobility and innovations in transport delivery that can be replicated in other areas.

The County Council submitted an expression of interest and is now in the final stage of the funding application process. An outcome is expected before the end of Autumn 2019. If successful, projects funded by this bid will be delivered in the period 2020/21 – 2022/23.

## EDUCATION

Children's Services publish their Schools Local Growth and Investment Plan (SLGIP) annually in January as part of the Children's Services Member briefing paper to Cabinet. SLGIP recognises growth across the whole County but the most significant growth is within the Greater Norwich area. Land has been or is being secured for up to thirteen new schools in Greater Norwich to support the forecasted growth. Those currently being progressed are:

- Hethersett, new school building to allow the existing Infant School to move into a new building and expand – on site;
- Blofield, new building to move and expand existing school – land discussions ongoing;
- Trowse, new building to move and expand existing school – on site.
- Cringleford, at feasibility stage but waiting for S106 triggers for commencement.

Children's Services' Capital Priorities Group oversee the work to determine the order, timing, details and funding of education priorities. Ten of the thirteen schemes currently identified do not have a confirmed funding source. Two of the three which are proceeding are funded via the previous S106 regime or from Basic Need funding from central government.

### 2018/19 commitment

£2M committed in 2018/19 will be used to fund two projects:

- To identify and secure a new site to move the existing school at Blofield into larger and more suitable accommodation
- To ensure the existing primary school site in Brundall has suitable accommodation for larger cohorts of children.

### 2019/20 commitment

£2M committed in 2019/20 to support capital for a new 2 form entry primary school in Cringleford.

### 2020/21 commitment

£2M committed in 2020/21 to support capital for an extensive expansion project at Ormiston Victory Academy in Costessey.

## **GREEN INFRASTRUCTURE**

The Green Infrastructure Programme Team is formed by officers from all Greater Norwich councils who work together to share information and collaborate across all three districts. The projects below are the key areas, prioritised by GNGB for future investment. These growth areas have all received IIF funding to deliver elements of their progress in previous AGPs.

### Green Loop – Broadland Way and Marriott's Way

A key element of the North-East Norwich Growth Triangle (NEGT) Area Action Plan is an off-carriageway cycle and pedestrian route between east Norwich at Thorpe St Andrew and the Northern Broads at Wroxham known as Broadland Way.

Broadland Way is designed to be a multi-functional Green Infrastructure corridor that provides residents of the new development with a safe walking/cycling route that can be used for commuting or leisure, whilst also providing ecological connectivity.

Combined with Marriott's Way and the Bure Valley Path, this new facility will form a Green Loop to the north of Norwich linking northern city areas of growth with the countryside and a highly biodiverse corridor. Marriott's Way particularly fulfils several key functions as a wildlife link, a health-promoting asset through cycling and walking, and an outdoor classroom.

### River Yare Crossing

This project is part of the wider East Norwich Gateway project and is a cycle/pedestrian bridge crossing the River Yare to enable better access to Whitlingham Country Park from the city centre.

### Yare Valley

The project aims to develop the unifying concept of a river parkway, a linear country park based on the River Yare Corridor between Bawburgh and Whitlingham Country Park. The parkway would comprise a collection of linked spaces along banks of the River Yare. This 'umbrella' project was included in the Green Infrastructure Delivery Plan and included several smaller projects, some of which have been brought forward since the study was published.

### River Wensum

A strategy has been developed to guide regeneration of the River Wensum Corridor in Norwich, extending to Whitlingham in the east, which was adopted by Norfolk County Council, Norwich City Council, the Environment Agency and the Broads Authority in Summer 2018.

The strategic objectives include enhancing connectivity throughout the river corridor, particularly with the Norfolk Trails network, and enhancing the natural environment and green infrastructure. Key green infrastructure proposals which have received IIF funding in previous AGPs include the completion of a missing link on the Riverside Walk, improvements to accessibility of the existing Riverside Walk and enhanced links with the Broads network at Whitlingham in the longer term.

### The Riverside Walk

This is identified as a sub-regional green infrastructure corridor supporting growth locations in the Joint Core Strategy. The development of the Riverside Walk alongside the Wensum helps to support the green infrastructure requirements for anticipated new housing and employment development that has been identified in the city centre and east Norwich.

### North West Woodlands Country Park

North West Woodlands Country Park (NWWCP) project proposes the creation of a new country park facility surrounded by a large area of woodland, heathland and fenland in the Greater Norwich area. The NWWCP project involves the delivery of a series of walking, cycling and trim trial routes, habitat restoration and enhancement schemes, public engagement events, car parking and visitor facilities as well as large woodland play area.

The NWWCP project helps to manoeuvre the Greater Norwich area into a strong position in which to deliver sustainable, well planned communities by enabling a mitigation strategy that alleviates the impact of growth on the internationally designated sites, thereby safeguarding them for generations to come. Ideally located adjacent to the Broadland Northway, the Thorpe Marriott Greenway cycle and pedestrian route, and the purple and yellow bus routes the NWWCP is ideally located to intercept visits to the internationally designated sites and to attract visits from across the Greater Norwich area.

### Burlingham Country Park

Burlingham Country Park project proposes the repurposing of one of the largest areas of land owned by Norfolk County Council. At over 12.5 km<sup>2</sup> the Burlingham site is located near Strategic Employment Sites and Major Housing Growth Sites.

Bounded by the River Bure to the north, the River Yare to the south and bordered by the Broads Nature Reserve, the project will deliver high quality Green Infrastructure in the area providing improved countryside and recreational access for new residents and reduce recreational pressure on the nearby sensitive environments. This would create a Green Infrastructure Priority Corridor with high carrying capacity, identified as a priority in the Greater Norwich Infrastructure Plan.

## COMMUNITY

A number of strategic community projects have been identified and funded in previous publications of this Plan. These include library improvements, open space developments and improved community facilities.

Notable delivery in 19/20 has seen the completion of 8 Libraries projects across the Greater Norwich area, implementing the Open Library service.

The sports facilities and playing pitches review in 2014 identified key areas requiring development which are now being progressed and delivered by the Greater Norwich Sports Strategy Implementation Group. Previous AGPs have agreed £1m for the Community Sports Foundation's "The Nest" project in Horsford, £500,000 towards the redevelopment of Long Stratton Sports Centre and £250,000 for the development of a 3G football pitch at Kett's Park in Wymondham.

The potential Mile Cross Health & Wellbeing Centre is expected to deliver a new leisure centre including swimming pool, and community associated facilities. A feasibility study for the centre has been undertaken. The project is still under consideration and a decision will be made later in the year as to whether to progress this project.



## **ECONOMIC DEVELOPMENT AND REGENERATION**

A number of projects supported by IIF significantly contribute to the economic growth of areas by providing transport, green infrastructure and community benefits. These projects support the wider regeneration of areas but often requires many years of strategic planning to come to fruition. Projects which the GNGB have already identified as strategic priorities within the Greater Norwich area include:

### Norwich Airport Industrial Estate

This involves the significant delivery of public realm improvements, infrastructure and transport links at Norwich Airport Industrial Estate. This will enable this key employment location to offer more attractive, modern premises which better serve the needs of the existing SME community and those of emerging high value sectors identified in the New Anglia LEP Strategic Economic Plan and the Greater Norwich City Deal.

### Anglia Square

A planning application for the comprehensive redevelopment of Anglia Square comprising up to 1250 dwellings, hotel ground floor commercial floorspace, cinema, multi-storey car parks and replace chapel was submitted to Norwich City Council in March 2018 (ref: 18/00330/F). Following the resolution of Norwich's Planning Application Committee to approve the scheme (6th December 2018) the application was called in by the Secretary of State for his determination. A planning Inspector has been appointed to conduct an Inquiry starting 28 January 2020. Following the Inquiry, which is scheduled to last 16 days, the planning inspector will make a report to the Secretary of State. It is expected that the Secretary of State will issue a decision later in the year.

### East Norwich Gateway

This project will provide infrastructure to open the development of the Utilities Site, Deal Ground and Carrow Works site (the largest brownfield sites within the Norwich City Council area) and extend cycling and pedestrian access from Norwich City Centre to Whitlingham Country Park in South Norfolk. Any proposal to develop these sites should involve comprehensive development of the sites and include sustainable access, including new bridge links over the Wensum and Yare (See GI section for River Yare Crossing).

### Norwich Research Park (NRP)

Work is due to commence in Oct 2019 on a £7m investment funded by SNC and NALEP comprising c. 19,000 sq ft grow on space for R&D businesses and the necessary infrastructure to open up the Enterprise Zone. These works are due to be completed by March 2021. Additional development work which is also in train includes the delivery of

an 800 space Multi-Storey car park, improvement to the Norfolk and Norwich University Hospital roundabout, improvement of sustainable transport into and within the site as part of the Greater Norwich Transforming Cities Fund and a working group to resolve the power issues of this site .

Various projects in and around the NRP will help improve its connectivity to the wider area, as well as enhance the local environment. Sustainable access has been boosted by a new bus interchange at Roundhouse Way, whilst a more direct footpath link to the significant housing growth at Bowthorpe has been enabled by a footbridge across the River Yare. Health walks open opportunities to improve the wellbeing of patients, employees and residents alike. These have been implemented in the grounds of the NNUH, along with further enhancements to Green Infrastructure links between the NNUH, Research Park and the nearby housing development.

## FIVE YEAR INVESTMENT PLAN FRAMEWORK

CIL receipts have been lower than forecast since the creation of the IIF in 2014. In the previous version of this plan, the forecast had shown a deficit in the financial year 19/20. Through careful programme management, the Greater Norwich Projects Team (GNPT) were able to prevent this situation occurring and are now forecasting a surplus of £3,088,309 at the end of 19/20, and a surplus of £5,023,930 in 2020/21.

### Explanation of the categories within Table 1

**Actual CIL receipts:** The amount of CIL income received from the Districts by the IIF to April 2019.

**Forecast CIL receipts:** The CIL income that the IIF is forecasting to receive in the next 5 years. Given the complex nature of CIL income it is expected that these figures will change between publications of this Plan, particularly in years 3-5.

**Programme Agreed:** The amount of CIL which will be drawn down from IIF to deliver all projects in each given financial year. These projects have been agreed in previous AGPs and will either be being delivered over multiple years, or are projects whose delivery has been delayed and their draw-down has rolled over from a previous year.

**Programme Proposed:** The amount of CIL which will be drawn down by the projects proposed to be included within the 2020/21 Annual Growth Programme in each given financial year. These projects have been through the project selection process and are proposed and sponsored by the Infrastructure Delivery Board.

**Borrowing agreed:** The confirmed loan repayments for the Broadland Northway as well as future repayments to support the delivery of Hempnall crossroads and Long Stratton Bypass (loan repayment rates for future borrowing is forecasted and will not be confirmed until the borrowing is committed).

**Education:** NCC has a statutory duty to support the growth of schools. A £2million allocation of IIF has been identified for each of the 5 years within this Plan. This is an indicative figure which will be confirmed annually with the acceptance of each new Annual Growth Programme.

**Cash Reserve:** The 2016/17 AGP agreed to borrow £50m at PWLB project rate to support the delivery of both the Broadland Northway and the Long Stratton Bypass. It was agreed that a cash reserve equal to one annual repayment be built up over 3 years from 2017/18 to safeguard this loan repayment.

The IDB along with each partner's s151 officer recommended in the 2019 5YIP that the accrued cash reserve should be reallocated back into the IIF to prevent an overall deficit occurring. Owing to the latest forecasts, the IDB have agreed to reinstate the £2million in the 2020/21 financial year.

**Table 1 – Proposed Five Year Infrastructure Investment Plan**

	to date	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
<b>INCOME</b>								
Balance brought forward	£ 9,945,506							
Actual CIL receipts		£ 5,697,473						
Forecast CIL receipts			£ 5,992,108	£ 11,237,739	£ 9,254,248	£ 8,144,280	£ 9,224,127	£ 4,765,337
<b>Cumulative Income</b>	<b>£ 9,945,506</b>	<b>£ 15,642,979</b>	<b>£ 21,635,087</b>	<b>£ 32,872,827</b>	<b>£ 42,127,075</b>	<b>£ 50,271,355</b>	<b>£ 59,495,482</b>	<b>£ 64,260,820</b>
<b>EXPENDITURE</b>								
Programme agreed	£ 1,797,827	£ 958,000	£ 3,032,000	£ 603,000	£ 215,000	£ 30,000	£ -	£ -
Programme proposed				<b>£ 2,644,842</b>	<b>£ 253,975</b>	<b>£ 228,675</b>	<b>£ 143,000</b>	<b>£ 143,000</b>
Borrowing agreed*	£ 2,629,399	£ 2,064,776	£ 2,064,776	£ 2,064,776	£ 2,064,776	£ 2,179,632	£ 2,351,916	£ 2,351,916
Education	£ 2,000,000	£ 2,000,000	£ 2,000,000	£ 2,000,000	£ 2,000,000	£ 2,000,000	£ 2,000,000	£ 2,000,000
Cash Reserve				£ 2,000,000	£ -	£ -	£ -	£ -
<b>TOTAL</b>	<b>£ 6,427,226</b>	<b>£ 5,022,776</b>	<b>£ 7,096,776</b>	<b>£ 9,312,618</b>	<b>£ 4,533,751</b>	<b>£ 4,438,307</b>	<b>£ 4,494,916</b>	<b>£ 4,494,916</b>
<b>Cumulative Expenditure</b>	<b>£ 6,427,226</b>	<b>£ 11,450,002</b>	<b>£ 18,546,778</b>	<b>£ 27,859,396</b>	<b>£ 32,393,147</b>	<b>£ 36,831,454</b>	<b>£ 41,326,370</b>	<b>£ 45,821,286</b>
<b>Cumulative Surplus/Deficit</b>	<b>£ 3,518,280</b>	<b>£ 4,192,977</b>	<b>£ 3,088,309</b>	<b>£ 5,013,430</b>	<b>£ 9,733,928</b>	<b>£ 13,439,901</b>	<b>£ 18,169,112</b>	<b>£ 18,439,533</b>
<b>Forecasted surplus to commit to AGP</b>				£ 1,925,121	£ 4,720,497	£ 3,705,973	£ 4,729,211	£ 270,421

\* Interest and loan repayments against the borrowing agreed for the Broadland Northway, plus forecasted repayments if additional borrowing is agreed in future years to support the delivery of Long Stratton Bypass.

## **APPENDIX A – 2020/21 ANNUAL GROWTH PROGRAMME PROJECT DETAILS**

This appendix sets out the projects which have been put forward to be funded by CIL in the 2020/21 Annual Growth Programme for Greater Norwich. The projects are listed by the authority in which they will be geographically delivered, together with their CIL allocations.

### **Broadland**

#### Aylsham Sports Hub Stage 3 - £475,000

The Project is to deliver a full-size, floodlit 3G pitch on the site of the Aylsham Sports Hub at Aylsham High School, which is owned by the Aylsham Cluster Trust. The project will deliver the pitch, which can be sub-divided into 3 smaller pitches suitable for football and rugby. The project also will deliver a two-team changing room, and FA standard referees' area adjacent to the gym/fitness building.

The project is part of a wider programme and complements additional projects on the site including the refurbishment of Aylsham's swimming pool, and the provision of a gym, fitness suite and dance/multi use hall.

The aim of the project is to deliver additional leisure and sporting facilities for Aylsham Town and the surrounding area, on land owned by Aylsham High School in order to promote physical activity and social inclusion.

The project has secured an additional £510,750 of match funding to deliver the project.

#### Plumstead Road Roundabout - £725,000

The project will deliver a new roundabout on Plumstead Road. The delivery also includes the creation of new footways and cycleways, a new pedestrian crossing, road re-alignment and associated services.

In delivering the scheme, the project will directly unlock the development of 315 homes across two allocated sites located within the Broadland Growth Triangle. Additionally, the project forms part of the much larger orbital link road between Plumstead Road and Salhouse Road.

The project brings an additional £625,000 of match funding from the LEP and Business Rates Pool in order to deliver the project.

#### North West Woodlands Country Park - £715,000

The wider North West Woodlands Country Park project is discussed in the 5 Year Infrastructure Plan above (Page 11). The £715,000 commitment from the GNGB in this Annual Growth Programme is to support the acquisition of the Houghen Plantation land and will be paid equally in yearly instalments over 5 years.

## **Norwich**

### **20 Acre Wood Community Access Improvements - £62,450**

The project will improve an existing woodland path through 20 Acre Wood from Enfield Road to Earlham Green Lane. The current path itself is used regularly by the community to access the West Earlham shops, school and Health Centre.

The project involves installing a raised hard surface path to avoid damaging any tree roots, and this would be suitable for both cyclists, pedestrians, mobility scooters and push chairs. Additionally, the project would install way-markers at each end of the path, and a wooden chicane to slow pedestrian movement from the path to the tarmac path and road.

A second part of the project will deliver an element of community engagement working with the Friends of West Earlham Woods and the Local Infant and Primary Schools to develop a sense of community ownership of the woodland.

### **Hellesdon Station Green Infrastructure - £232,200**

The project will deliver a range of inter-related green infrastructure improvements in the Hellesdon Station area. These improvements will boost the transport and ecological functions of strategic green infrastructure corridors to support growth:

- Marriott's Way - Red pedalway (and National Cycle Route 1) and Purple pedalway (Outer circuit): Improvements to make walking and cycling routes safer and more convenient including a parallel pedestrian / cycle zebra crossing of Hellesdon Road, path re-alignment onto the railway track bed and accessible ramp,
- New and improved recreational facilities: canoe launch platform, picnic area, path access and car park improvements,
- Natural area enhancements to river valley sites; Hellesdon Mill Meadow, Marlpit Paddock and Hellesdon Marsh. These include vegetation management, habitat improvement, tree planting and landscaping which will result in biodiversity gains.
- Community involvement through volunteering and engagement with community groups.

The project will secure an additional £221,100 of match funding to deliver the project.

### **Norwich Parks Tennis - £103,808**

The project will deliver a total of 5 all-weather tennis courts across two different parks in Norwich, to add to the provision offered by the Norwich Parks Tennis Programme. The courts will be located at Heigham Park (3 courts) and at Lakenham Recreation ground (2 courts).

The additional courts and improvements are required to support the future growth of affordable quality tennis, accommodating the demands of the growing population in the Greater Norwich area.

The project has secured an additional £319,330 of match funding to deliver the project.

#### Recreation Road Pool - £60,000

The project will increase car park capacity at the Recreation Road school swimming pool and install new fencing and a covered bike store. The project will also facilitate the setting up of a trust or CIO between Recreation Road Infant School, Avenue Junior School, Parkside Special Needs School and Norfolk County Council (as landowner) to manage both the pool and the sports centre on the site.

This project will increase the community access to the pool, while also increasing the number of hours which are available to be used by potential customers, which in turn makes it more viable as a sustainable business proposition.

## **South Norfolk**

### **Crusaders Rugby Football Club Clubhouse Extension - £150,000**

The project will deliver new infrastructure and enhanced facilities at Crusaders Rugby Club, based in Little Melton (South Norfolk). The enhanced facilities to be provided include four en-suite changing rooms that meet RFU guidelines, a new referees' changing space, refurbished and extended social spaces, an accessible entrance, first floor viewing area and new accessible toilet facilities.

The project has secured £450,000 of match funding in addition to the CIL allocation to fund the project.

### **East Wymondham Green Infrastructure - £45,862**

The project will deliver infrastructure around the Oxford Common site to create an accessible area for local residents to visit for recreational purposes. The project will establish approximately 1800m of new permissive paths, with the result being a new circular walk route and the enclosure of 9 hectares of grassland for restoration of the site to County Wildlife Site standard.

The project will also deliver stock fencing, vehicular gates, the relocation of existing stepping stones across the river Tiffey, the installation of liggers and a bridge across the ditches in appropriate locations and the installation of finger posts, way-markers and an information board along the route.

### **Frenze Beck Green Infrastructure - £35,000**

The project will deliver a number of green infrastructure updates and installations on Frenze Beck, on the eastern edge of Diss. The work to be delivered includes the installation of new entrance gates, the design and installation of new information boards and trails, installing benches and picnic benches and the installation of gravel footpaths to unlock access to two viewing areas.

### **Wymondham Tennis Club - £149,962**

The project improves Wymondham Tennis Club's facilities at Kett's Park in Wymondham. This includes a new fourth court to provide additional capacity in an area of high housing and population growth.

Additionally, the project will deliver the resurfacing of three existing courts which have experienced a lack of investment and appropriate maintenance under the management of the town council, the conversion of floodlights to LED Lumineers to provide lower running costs and deliver a greener operation and the enhancement will also see netball courts provided on the site, bringing outdoor, publicly-accessible, floodlit courts to Wymondham for the first time.



## **Area-Wide**

### Kett's Country Long Distance Trail - £97,380

The project is to create a long-distance walking trail from Wymondham to Norwich via a number of South Norfolk towns and villages. It is the intention of the project to create several circular walks near/next to areas of increased development along the route.

The project will deliver signage, furniture, promotional materials and data counters to monitor usage and economic impact. In addition, the route will see the removal of all obstacles in the name of delivering countryside access improvements.

## APPENDIX B – GREATER NORWICH GROWTH PROGRAMME

GREATER NORWICH GROWTH PROGRAMME																					
Projects supported by borrowing highlighted in grey																					
Ref	Expenditure	Status	Theme	Project Budg	Other fundir	CIL fundir	Actual CIL spend to date							Programmed CIL drawdown for future years							
							2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/19	2021/20	2022/21	2023/22	2024/23			
Agreed 2014/15 Growth Programme																					
GP1	Harrisons' Wood	Ongoing	Green Inf.	(45)		(45)			(10)	(21)	(4)	(4)	(5)								
	Harrisons' Wood secured funding (S106)			45		45							45								
GP2	Danby Wood	Complete	Green Inf.	(35)		(35)			(26)												
GP3	Marston Marsh	Complete	Green Inf.	(30)		(30)			(24)	(1)											
GP4	Earlham Millennium Green - Phase 1	Complete	Green Inf.	(15)		(15)			(3)												
GP5	Riverside Walk	Complete	Green Inf.	(70)	(19)	(51)			(17)	(31)											
GP6	Marriott's Way - Phase 1	Complete	Green Inf.	(60)		(60)			(60)												
GP7	Norwich Health Walks	Complete	Green Inf.	(40)		(40)			(38)												
Agreed 2015/16 Growth Programme																					
GP8	Earlham Millennium Green - Phase 2	Complete	Green Inf.	(66)		(66)			(52)												
GP9	Marriott's Way - Phase 2	Complete	Green Inf.	(250)		(250)			(236)	(1)											
GP11	St Clements Toucan Crossing	Complete	Transport			(113)					(113)										
GP13	Eaton Interchange	Complete	Transport			(100)					(100)										
GP13b	Roundhouse Way	Complete	Transport			(50)							(50)								
GP16	Golden Ball Street (NATS)	Complete	Transport			(1,023)			(1,023)												
GP17b	A140 Corridor	Closed	Transport			(87)							(87)								
Agreed 2016/17 Growth Programme																					
GP19	St Faiths to Airport Transport Link	Closed	Transport	(20)		(20)			(20)												
GP22	Pink Pedalway - Heathgate	Complete	Green Inf.	(250)	(100)	(150)			(150)												
GP23	Carrow to Deal Ground riverside walk	On Hold	Green Inf.	(350)	(250)	(100)								(63)							
GP24	Colney River Crossing (NRP to Threescore)	Complete	Transport	(422)	(251)	(171)				(29)	(30)	(90)									
GP25	NDR (see borrowing costs below)	Complete	Transport							(48)											
GP26	Long Stratton Bypass (see borrowing costs below)	Ongoing	Transport																		
GP26b	Hempnall Crossroads	Ongoing	Transport	(4,358)	(3,797)	(562)								(562)							
Agreed 2017/18 Growth Programme																					
GP27	Lizard and Silfield Nature Reserves	Closed	Green Inf.	(14)		(14)							(14)								
GP29	Barn Road Gateway	Ongoing	Green Inf.	(45)		(45)					(4)	(41)									
GP30	Sloughbottom Park - Andersons Meadow	Ongoing	Green Inf.	(250)		(250)					(4)	(246)									
GP31	Riverside Walk accessibility improvements	Ongoing	Green Inf.	(200)		(200)					(5)	(2)	(28)	(165)							
GP32	Broadland Way - Green Lane North to Plumstead Road	Not Started	Transport	(150)		(150)							(150)								
GP33	Strumpshap Pit Circular Walk	Not Started	Green Inf.	(60)	(25)	(35)							(35)								
GP34	Cringeford N&N strategic connections	Not Started	Green Inf.	(68)	(10)	(58)							(58)								
GP36	Castle Gardens	Ongoing	Green Inf.	(220)	(70)	(150)								(150)							
GP37	Long Stratton Sports Hub	Ongoing	Community	(2,545)	(2,045)	(500)							(500)								
GP38	Football pitch improvements	Ongoing	Community	(100)		(100)							(40)	(40)	(20)						
GP39	Hales cricket and bowls clubhouse improvements	Ongoing	Community	(160)	(130)	(30)				(5)			(24)								
GP40	Ketts Park Sports Hub: Wymondham	Complete	Community	(800)	(550)	(250)					(250)										
GP41	Wroxham Library: self service improvements	Complete	Community										(34)								
GP42	Plumstead Road Library: self service improvements	Complete	Community	(153)	(33)	(120)							(112)								
GP43	Diss library: self service improvements	Complete	Community										(29)								
GP44	Education - Hethersett	Complete	Education	(2,000)		(2,000)					(2,000)										
Agreed 2018/19 Growth Programme																					
GP45	Green Pedalway- Junction improvements	Ongoing	Transport	(560)		(560)							(560)								
GP46	MW. Thorpe Marriott to Costessey	Ongoing	Transport	(100)		(100)					(5)	(95)									
GP47	UEA to Eaton Boardwalk	Ongoing	Green Inf.	(30)		(30)							(4)	(26)							
GP48	Wherryman's Way: Yare Valley Cycle Route	Not Started	Green Inf.	(23)		(23)							(23)								
GP49	Earlham Millennium Green Improvement Project: Phase 3	Ongoing	Green Inf.	(25)		(25)							(4)	(21)							
GP50	Yare and Wensum Valleys Link	Ongoing	Green Inf.	(170)		(170)							(75)	(95)							
GP51	Green Infrastructure: Access for All	Ongoing	Green Inf.	(150)		(150)							(30)	(30)	(30)	(30)					
GP52	Thorpe Marriott Greenway	Ongoing	Green Inf.	(121)		(121)							(121)								
GP53	MW: Surfacing Works (Drayton)	Not Started	Transport	(65)		(65)						(10)	(75)								
GP55	Community Sports Hub - The Nest Horsford	Ongoing	Community	(1,000)		(1,000)						(396)	(604)								
GP56	Harleston Library self-access improvement	Complete	Community	(35)		(35)							(22)								
GP57	Costessey Library self-access improvement	Complete	Community	(35)		(35)							(26)								
GP58	Loddon Library self-access improvement	Complete	Community	(35)		(35)							(22)								
GP59	Earlham Library self-access improvement	Complete	Community	(35)		(35)							(26)								
GP60	Mile Cross Library self-access improvement	Complete	Community	(35)		(35)							(24)								
GP61	Education - Blofield and Brundall	Not Started	Education	(2,000)		(2,000)							(2,000)								
Agreed 2019/20 Growth Programme																					
GP62	Education - Cringeford	Not Started	Education	(2,000)		(2,000)								(2,000)							
Proposed 2020/21 Growth Programme																					
GP63	North West Woodlands Project	Not Started	Green Inf.	(715)		(715)								(143)	(143)	(143)	(143)				
GP64	Hellesdon Station Green Infrastructure	Not Started	Green Inf.	(453)	(221)	(232)								(36)	(111)	(86)					
GP65	East Wymondham Green Infrastructure	Not Started	Green Inf.	(48)	(2)	(46)								(46)							
GP66	20 Acre Wood Community Access Improvements	Not Started	Green Inf.	(62)		(62)								(62)							
GP67	Ketts Country Long Distance Trail	Not Started	Green Inf.	(97)		(97)								(97)							
GP68	Frenze Beck Green Infrastructure	Not Started	Green Inf.	(35)		(35)								(35)							
GP69	Aylsham Sports Hub Stage 3	Not Started	Community	(986)	(511)	(475)								(475)							
GP70	Wymondham Tennis Club	Not Started	Community	(150)		(150)								(150)							
GP71	Crusaders Rugby Football Club	Not Started	Community	(600)	(450)	(150)								(150)							
GP72	Recreation Road Pool	Not Started	Community	(60)		(60)								(60)							
GP73	Norwich Parks Tennis	Not Started	Community	(423)	(319)	(104)								(104)							
GP74	Plumstead Road Roundabout	Not Started	Transport	(1,350)	(625)	(725)								(725)							
GP75	Education - Ormiston Victory Academy	Not Started	Education	(2,000)		(2,000)								(2,000)							
Full Growth Programme														(18,041)							
Cash reserve (agreed in 19/20 Annual Growth Programme)															(2,000)						
GP25	GP25 Broadland Northway (amount borrowed)					(40,000)			(40,000)												
	Interest and loan repayment against borrowing								(559)	(2,057)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)					
GP26	GP26 Long Stratton Bypass (forecasted borrowing)					(5,000)									(2,000)	(3,000)					
	Forecasted interest and loan repayments against the borrowing															(115)					
TOTAL borrowing costs (annual payment made from pooled CIL)									(559)	(2,057)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,180)	(2,352)				
TOTAL pooled CIL funding requirement									(178)	(1,070)	(3,166)	(5,014)	(7,097)	(11,312)	(2,534)	(2,438)	(2,495)				
Actual pooled CIL Income							56	851	2,490	3,215	3,334	5,697									
Forecasted pooled CIL Income													5,992	11,238	9,254	8,144	9,224				
Forecasted annual pooled CIL surplus / (deficit)							56	851	2,312	2,145	167	684	(1,105)	(75)	6,720	5,706	6,729				

## **APPENDIX C – PROJECT UPDATES**

Updates for current delivery only. Projects completed in previous years are not included.

### **Broadland**

#### **GP1 - Early Delivery of Public Access to Harrison's Plantation: £45,000**

Norfolk County Council's Natural Environment Team delivered a completed Woodland Management Plan in June 2015. This woodland management plan focused on Harrison's Plantation and the Breck. Further work relating to Boar Plantation has been deferred. Initial works to ensure that Harrison's Plantation and the Breck were suitable for public access were undertaken between August 2015 and January 2016. The woods, now referred to as Harrison's Wood, were opened to the public in May 2016. All project delivery works are now complete and the full CIL allocation has been drawn down, but there has been a long delay to the transfer of the land to Broadland District Council. Most recently, this has been due to ongoing negotiations between the developers and NCC Highways about the land formerly required as a bus gate (now required as a cycle route), and what this means for 'residual' land that should now form part of the woodland area to be transferred to BDC.

#### **GP 19 - St Faiths Road to Airport Transport Link: £1,000,000**

Initial scheme feasibility ruled out the immediate possibility of a direct link between Hurricane Way and St Faiths Road, as this would have likely required the relocation of an existing owner-occupied business premise. Further scheme development focused on the Meteor Close to Repton Avenue link, with initial traffic modelling was completed in June 2016. Having reviewed the outcomes of the initial scheme development work, implementation of the project was deferred such that further consideration could be given to the form of the link and the most appropriate timescale for its delivery.

As the project is not expected to be delivered within the short term, the previously agreed funding has been withdrawn. In recognition of the potential importance of the link, an agreement has been reached that the project may re-apply for funding when it is required, even if this falls outside of the annual call for projects period.

#### **GP32 - Broadland Way (Thorpe St Andrew to Wroxham Cycle and Pedestrian facilities): £150,000**

Feasibility / scheme development was undertaken during 2015/16 and further work in 2016/17. Funding was agreed in the 2017/18 AGP for £150k to deliver a section of the scheme between Plumstead Road and Green Lane. However, delivery is currently on hold whilst more work is undertaken to define aspects of this project.

### **GP33 - Strumpshaw Pit Circular Walk: £35,000**

There is potential to expand the dog walking capabilities of Strumpshaw Pit, which is owned by Norfolk County Council.

Part one of the project includes improvements to the landfill gas infrastructure and part two involves improved parking facilities for cars and bicycles. Match funding has been sourced to enable the delivery of the wider project which also includes improvements to the access to the circular walk and consideration for the biodiversity improvements along the path.

Delivery has begun with significant progress made on upgrading the gas field, whilst preliminary design work of the car park is also underway.

### **GP52 - Thorpe Marriott Greenway: £105,000**

The Thorpe Marriot Greenway is designed to promote better greenspace and access in the Thorpe Marriott area. To create the greenway, a path will be established through the current tree belt that will link the Thorpe Marriot estate, the Marriott's Way, Nabour Furlong, Pendlesham Rise, Littlewood (three woodlands owned by Broadland District Council) and the Broadland Northway green bridge that leads to Drayton Drewray. This will also help to deliver the identified Thorpe Marriott to Hevingham Secondary Green Infrastructure Corridor (S6). The tree work to help deliver the scheme should be completed by November 2019 with the view to get contractors on site to commence work in February 2020. Contractors have been procured. Release of conditions application has been submitted to Broadland District Council planning department and is awaiting confirmation. Project expected to be completed by April 2020.

### **GP53 - Marriotts Way: Surfacing Works (Drayton): £85,000**

This is part of a programme of projects being developed through the Marriott's Way Implementation and Delivery plan, which have been informed by public and stakeholder consultations in 2015. This project covers the section of Marriott's Way at the rear of the Tesco supermarket in the Drayton area (between Fakenham Road and Taverham Lane) and involves surface improvements and work to reduce the gradient of access ramps to allow better accessibility.

The contractor is procured, and initial ground investigations are underway. Construction is programmed to begin Jan 2020 with completion March/April 2020.

### **GP55 - The Nest-Community sports Hub Horsford Manor site: £1,000,000**

Norwich City Community Sports Foundation (CSF) has obtained the Anglia Windows sports site at Horsford Manor within Broadland District to develop a large scale "Community Hub" that will provide inclusive facilities for the growing community.

Named 'The Nest' it will comprise: An indoor sports facility comprising full size 3G football pitch, 5 court sports hall, indoor gym associated changing facilities, cafe, learning space including 3 classrooms and office 10 sleeping pods to be used for residential training courses external spectator stand and associated parking, outdoor gym, alterations to access and infrastructure. This will be the only facility in the region that has the unique blend of facilities and services open to the public.

Phase 1 (pitches, clubhouse and sleeping pods) is complete and operational with many organisations and individuals already using the facilities (1,323 individuals in October 2019).

Phase 2 is being funded by CIL and will deliver new infrastructure for highways and sub station, a 3G Pitch, changing rooms, a meeting / IT suite, two large multi-use spaces, a café and office/reception. Match funding for this phase includes Norfolk County Council (£500k), the Football Foundation (£1.4m) and Norwich City football Club (£500k). Contractors are expected to be appointed with works beginning by the end of 2019.

## **Norwich**

### **GP17b - A140 Corridor: Bus Priority and sustainable transport improvements: £950,000**

The primary objective of this project was to implement on-carriageway bus priority measures through the reallocation of road space on the A140 Cromer Road north of Norwich city centre. The scope of the project was expanded to look at potential improvements to the pedestrian crossing facilities at the Fifers Lane / A140 junction as well as looking at potential cycling improvements along the A140 corridor, primarily between the Broadland Northway and Fifers Lane.

Following the significant funding opportunity presented by the Transforming Cities Fund which requires a Strategic Outline Business Case (SOBC) to be presented as an overall programme covering a wide range of transport schemes, it was proposed that the immediate delivery of feasibility, design and delivery of works on the A140 is halted so that such works can be incorporated into a wider programme of works along the entire length of the corridor. Should the SOBC submission be successful, a revised programme of scheme delivery will be identified, that covers the A140 corridor. This project has therefore been withdrawn from the fund whilst wider programme works are developed.

### **GP23 - Carrow to Deal Ground riverside walk: £100,000**

Delivery of a short section of cycle / footway on north bank of the River Wensum. This will provide a key 'missing link' in the route between Norwich city centre / rail station and Whitlingham Country Park. Planning approval is in place for a 150 metre stretch of riverside walk. Delivery of the project cannot be programmed until Broadland Housing Association's (BHA) adjoining site has completed their connecting section of riverside walk

Discussions between Norwich City Council and BHA are ongoing. Currently, delivery of this project is expected to take place late 2020/21.

#### **GP29 - Marriotts Way- Barn Road Gateway: £44,500**

Improvements to the gateway to Marriott's Way to improve legibility and raise the quality of this important entrance. The construction works are effectively complete. (There is just one bollard to install.) The project has been enhanced with an additional £4k HLF funding which has enabled railway heritage fencing and gate to be installed. Forecast costs exceed budget due to higher traffic management costs than allowed for. Costs are currently being reviewed and discussed with Tarmac.

#### **GP30 - Marriotts Way: Sloughbottom Park – Anderson Meadow: £250,000**

Improvements to a section of the route to increase safety, comfort and personal security. Works include path widening/realigning, providing street lighting, improving an adjacent storm drain, vegetation management, tree planting, and drainage improvements. Project delivery has slipped into 2019/20 due to Tarmac not having provided a target cost yet. Costs are being reviewed to determine the extent of works in relation to available budget.

#### **GP31 - Riverside walk accessibility improvements: £200,000**

The project aims to enable the use of the Riverside Walk (between New Mills and Carrow Bridge) by all, including access measures on and adjacent to the walk, and improved signage and waymarking linking the river with the city centre and other key attractions. Works were tendered in May/June. Contractor secured for steelworks elements however were unable to appoint a main contractor. Currently reconsidering procurement method and packaging of works for main contractor. The Wensum Strategy Partnership Delivery Team will review signage options and secure approval to progress this element of the project to delivery.

#### **GP36 - Castle Gardens: £150,000**

Restoration and improvement works to Castle gardens to promote the use of the gardens as a linear park. Restoration works will safeguard the gardens for future use whilst planned improvements will ensure that the gardens can be maintained within the available budgets. The linkage to the gardens from the surrounding street scene will be enhanced along with improved linkages to the castle and green.

Due to staffing shortages the design work for the scheme has been delayed and the timescales have been altered accordingly. Work has now commenced on the design and survey work has been completed. An initial design and costings have been produced for consultation with stakeholders.

Stakeholder consultation has begun along with negotiations with the museums service regarding the castle keep project and timelines for completion. Initial agreement has sought that the two projects can run in tandem during the construction phase.

#### **GP38 - Football Pitch Improvements: £100,000**

Football pitch improvement works at Eaton Park, Sloughbottom Park, Britannia Barracks and Fountain Ground including drainage improvements, improved grass species and improved goal facilities through the provision of new posts, nets and additional ground sockets. This will permit moving the pitches annually to prevent excessive wear, improving the playability of the pitches and increasing capacity. A pitch improvement inspection was carried out which will now inform the development of the project plan. Norfolk FA have undertaken a Norfolk pitch strategy and we are working with them to ensure that funding is spent where a specific need has been identified through their strategy. Works will be delivered in three phases beginning in 2020 and completion of the full project expected March 2022.

#### **GP45 - Green Pedalway – Earlham Road section: £560,000**

The Green Pedalway project sees a comprehensive upgrade and extension to this strategic cycle route. This project relates to improvements to the Earlham Road (B1108) junction with Mill Hill Road and Heigham Road. This project has been combined with Cycle City Ambition Grant funding awarded by the Department for Transport for safety improvements at the Earlham Road (B1108) / Outer ring road (A140) roundabout and along the length of Earlham Road between the outer ring road and Heigham Road. Construction of this scheme is well underway and is due to be completed by Christmas 2019

#### **GP47 - UEA to Eaton Boardwalk extension: £30,000**

The project aims extend the existing boardwalk which forms part of the Yare Valley Walk between UEA and Eaton/Cringleford. The boardwalk currently only extends half the length of the path from the UEA to Eaton/Cringleford. Developer is providing £70,000-worth of work alongside this project. Detailed design and preparation of production information currently underway. Expected to be onsite summer 2020.

#### **GP49 - Earlham Millennium Green Phase 3: £25,000**

Earlham Millennium Green (EMG) provides both an attractive area for the local community to enjoy and a variety of wildlife habitats. EMG also forms a valuable link for pedestrian access connecting Bowthorpe, West Earlham, the UEA and the Research Park. With the Three Score developments progressing, this route is likely to increase in importance and there are opportunities for improvements that would encourage more

people to walk rather than use their cars. Phase 1 & 2 were both CIL funded projects which delivered a main pedestrian route through EMG and habitat improvements. Progress on Phase 3:

- Refurbishment of the kissing gates at the Earlham Road and Bevan Close entrances is complete.
- Removal of the old wooden platforms which had come to the end of their natural life is complete.
- The first plastic pond dipping platform and 5 metres of linking board walk has been installed. A second platform which required a specific permit from the Environment Agency is due to be installed by March 2020
- The Friends of West Earlham woods are helping with the text for the interpretation panel which will be in place by March 2020.
- New way marker finger posts will be installed by March 2020. Finger posts on order.

All works are on programme to be completed by March 2020

### **GP50 - Yare and Wensum Valleys Link: £170,000**

The River Wensum and Yare run close together in the west of the city between Marriott's Way near Gunton Lane and the Three Score development site. The link between the two river valleys is a recognised green infrastructure corridor and the route of the purple pedalway. The first phase of this project is supported through s106 allocation at Bunkers Hill. The CIL funded element of the project is now expected to be delivered January to November 2020.

## **South Norfolk**

### **GP13b - Roundhouse Way: £50,000**

Development of a new bus interchange at Roundhouse Way, Cringleford. The construction phase is complete, landscaping works have been tendered and are expected to start Oct/Nov 2019. The project is expected to be completed by spring 2020.

### **GP26b - Hempnall Crossroads: £562,000**

The project aims to improve road safety at this busy junction where traffic crosses the A140 near Hempnall, by installing a roundabout. Works are progressing in accordance with the programme and are expected to complete on 1st November (excluding landscaping works).



**GP27 - Protection/enhancement of the Lizard and Silfield Nature Reserve,  
Wymondham:£40,000**

To protect and enhance the Lizard and Silfield Nature Reserve by the creation of alternative green infrastructure route for recreational access. A legal Public Right of Way was not agreed over the site and therefore the project has been withdrawn from the fund.

**GP34 - Cringleford N & N Strategic Connections: £58,000**

Green infrastructure projects of various types to link N&N Hospital, Yare Valley Walk in Cringleford, and the A47 corridor. The development of this project is on hold at present.

**GP37 - Long Stratton Sports Hub: £500,000**

The project aims to bring together South Norfolk Council, Long Stratton High School and Long Stratton Parish Council to improve the sport and leisure facilities in the village in anticipation of significant housing growth. There will be a new sport and leisure 'Hub' across three adjacent sites with new and enhanced facilities that are fit for purpose and better suited to the current and future needs of local residents. Management will be shared across the three sites, resulting in economies of scale and efficiencies in service delivery.

Work on the leisure centre (the non CIL funded part of the 'hub') were completed in Spring 2019. Further work on the pool project has been undertaken but quotes for the work exceeded the capital available. SNC Cabinet have agreed to commit to the delivery of the pool covering the uplift in costs. Contracts are expected to be signed with the procured contractor late 2019.

Long Stratton Parish Council were successful in securing 150k of match funding from the Football Foundation to build a new pavilion. The initial contractor went into liquidation but works are now progressing well and should be complete by Spring 2020 .

**GP39 - Hales cricket and bowls clubhouse improvements: £30,000**

There is an identified need for a replacement pavilion to serve Loddon and Hales Cricket Club and Hales Bowls Club on their shared site on Green Road. The latter had been forced to relocate to the current venue as a result of housing development on their previous site off Yarmouth Road in Hales. The proposed new pavilion will give both clubs a permanent home in spaces that meet their respective needs, allowing them to develop and grow participation across a range of ages.

Capacity within this volunteer-run club is causing delays to project delivery but SNC Officer is liaising with the club to discuss the delivery options.

#### **GP48 - Wherryman's Way: Yare Valley Cycle Route: £23,000**

Improve the Yare Valley Cycle Route (which follows the Wherryman's Way) through creating a signed circular cycle loop linking Norwich and Loddon. Scheme design has continued through the summer 2019 with the works programmed to be delivered by Spring 2020.

#### **Greater Norwich area-wide**

#### **GP46 - Marriotts Way: Thorpe Marriott to Costessey:**

To improve access to and on the Marriott's way between Thorpe Marriott and Costessey. This will create an improved commuting route from Thorpe Marriott to the city. Project delivery has stalled because it was identified that the proposed access route to site is not suitable for the heavy vehicles required to complete the resurfacing works. A bridge assessment is required which will confirm if any remedial works will be required. The bridge assessment is programmed for Autumn 2019.

#### **GP51 - Green Infrastructure, Access for All: £150,000**

A number of Green Infrastructure trails across the Greater Norwich area have been audited for both power chair use and general accessibility and to identify the improvement works necessary to allow such access. This project implements a range of smaller scale accessibility improvements across various projects and areas.

Delivery in 19/20 has been focused on the Wherryman's Way between Norwich and Loddon and has included improvements on FP1 in Bramerton and FP6 at Heckeringham. Works have included removal of stiles, widening of gates and paths, and path resurfacing to smooth uneven surfaces.

## APPENDIX D – FUTURE TRANSPORT PROJECTS

### All Corridors

Scheme name	Summary description and scheme benefits
Traffic signal priority for all buses	<p>The existing traffic control system provides the capability for buses to request priority through traffic junctions. However, there is more that can be done to develop this system to maximise benefits to public transport and keep traffic moving in the most efficient way.</p> <p>Develop the traffic control system to enable all buses to benefit from priority measures being available, improving the reliability of the public transport network</p>
Pedalway wayfinding	<p>Feedback is that the current wayfinding provision for cycling makes navigating the cycleways difficult and confusing.</p> <p>Complete an audit of existing and required cycle signage and deliver a coherent wayfinding programme that encourages increased levels of cycling for commuting and leisure activities, linking together mobility hubs and promoting the cultural assets across Greater Norwich.</p>
LED street lighting and readiness for Smart City Technology	<p>The current approach to street lighting is based around reducing energy consumption through initiatives that include the implementation of new technologies such as Light Emitting Diode (LED) lanterns and the Central Management Systems (CMS). In addition, there is the opportunity to trial the use of traffic counting cameras and other sensors for highway network analysis, which could be used to control street lighting level, inform road users of live traffic conditions and help plan maintenance and development of the highway network.</p> <p>Seek to roll out across Greater Norwich new LED street lighting and associated technologies that will enable Smart City Technology to be deployed.</p>
Norfolk Car Club Expansion across all corridors	<p>As well as general public use, small and medium sized enterprises are regular users of the Norfolk Car Club, increasing economic activity, productivity and jobs and using Club vans is popular among business members as it enables them to reduce transport costs by not owning vehicles, allowing the savings to be reinvested into staff recruitment and business growth.</p> <p>Expand the provision of car club vehicles across Greater Norwich and the City Centre</p>

Scheme name	Summary description and scheme benefits
Provision of high quality disruption information for all transport users	<p>Norfolk currently utilises systems that enable the locations of buses to be compared against scheduled timetables, so that information can be presented to bus users on when buses are predicted to arrive at bus stops. This is a complex process involving different parties, back-office systems and standards of data. More needs to be done to develop and improve these systems.</p> <p>Work across all relevant parties and data providers to improve the quality and quantity of travel information presented to users, particularly during times of network disruption. This will improve the confidence that network users have in the information provided, encouraging greater use of more sustainable transport modes.</p>
Initiatives to support car sharing	<p>Surveys have shown that, on average, 85% of private vehicles on the roads in Greater Norwich have one person in them. At peak times, this can increase to more than 95%. These low levels of vehicle occupancy limit the number of people that the road network can carry, causes congestion, delay and worsening air quality, and impacts the ability of the network to meet future travel demands of businesses and individuals.</p> <p>Support initiatives aimed at encouraging motorists to share vehicles, such as marking out of shared parking bays in car parks and development of appropriate IT. This would be supported by a comprehensive behaviour change programme.</p>

## City Centre

Scheme name	Summary description and scheme benefits
St Stephens Street / Red Lion Street / Castle Meadow	<p>General traffic was removed from St Stephens Street in 2014 but the streetscape and public transport infrastructure remains the same as when it carried more traffic. Buses are often unable to align with the kerb resulting in delays to traffic and difficult boarding / alighting buses.</p> <p>Change kerblines to provide more capacity for buses to pick up and drop off passengers, help buses to align better with the kerb so people with restricted mobility can access buses without difficulty and reduce air pollution that results from buses waiting to access stops or pass other buses.</p> <p>Better pedestrian crossings and a more attractive pedestrian and cycle environment will ease movement, reduce stress and encourage investment.</p>
Foundry bridge junction and train station mobility hub	<p>This is a vital gateway to the city and existing facilities for all users could be improved.</p> <p>Explore the opportunity to improve the efficiency of the Foundry Bridge junction and provide bus priority and cycling safety by examining options of making Thorpe Road between Riverside Road and Lower Clarence Road past Norwich rail station bus, cycle and pedestrian access only. Impacts from displaced traffic will need to be carefully assessed and mitigated.</p> <p>Introduce mobility hub facilities in the catchment to further improve interchange between different transport modes.</p>
Thorpe Road contraflow (Clarence Road – Carrow Road)	<p>Inbound buses and cyclists are currently diverted, along with general traffic, away from the direct route along Thorpe Road towards the city centre.</p> <p>Allow contraflow movement for buses and cyclists to encourage greater use of more sustainable modes by saving time and improving safety when accessing the city centre. This will complement the proposed works on Thorpe Road at Norwich rail station to improve facilities for buses, pedestrians and cyclists. Review bus stops and pedestrian crossings in the area to ensure access is maintained.</p>

Scheme name	Summary description and scheme benefits
Grapes Hill Roundabout	<p>Grapes Hill roundabout is a critical point on the highway network that carries large volumes of general traffic and buses. Significant numbers of pedestrians and cyclists need to cross near the roundabout to access routes to and from the city centre.</p> <p>Improve the flow of traffic through a review of signalling arrangements while maintaining, but also seeking to improve pedestrian and cycle crossing facilities.</p>
St Stephens Street roundabout	<p>The roundabout and its associated subway system provides an unattractive arrival experience for pedestrians and can be dangerous for cyclists to negotiate. It is especially heavily used by students moving to and from City College.</p> <p>Provide an improved environment for pedestrians and cyclists and an enhanced gateway to the city.</p>
Chapel Field North / East	<p>All the buses to the west of the city exit the city centre via Chapel Field North and queuing traffic significantly delays buses, which operate some of the busiest public transport routes in the region.</p> <p>Identify options to prioritise Chapel Field North outbound for public transport, with general traffic using Chapel Field East. Maintain access to the Theatre Royal for picking up / dropping off and to Chantry car park, including the possibility of time-restricted arrangements that could enable general evening use of Chapel Field North.</p> <p>Impacts on Chapel Field car park entry / exit will need to be fully explored.</p>
City centre west-east through-traffic restriction	<p>A considerable amount of through traffic drives from west to east through the city centre between Grapes Hill and Barn Road to Foundry Bridge via St Andrew's Street, Exchange Street, Agricultural Hall Plain and Prince of Wales Road.</p> <p>Examine options to manage traffic differently on St Andrew's Street to restrict through traffic thereby enabling pavements to be widened, cycle and pedestrian facilities made safer and improving environmental conditions and public transport routes on streets currently used by through traffic.</p> <p>Maintain access to properties and car parks.</p>

Scheme name	Summary description and scheme benefits
Wayfinding	<p>Feedback is that pedestrian and cycling wayfinding systems are currently confusing and opportunities for strengthening the cultural and artistic interventions in the street to enliven the pedestrian experience have been missed.</p> <p>Create a coherent environment and stimulate economic growth by promoting the cultural assets of the city centre that can be enjoyed by exploring Norwich on foot and by bicycle through culture-led wayfinding interventions in the city centre and at key mobility hubs.</p>
Magdalen Street / Anglia Square mobility hub	<p>Magdalen Street is a key historic pedestrian thoroughfare in the north of the city centre that is used by all the public transport services travelling to and from the north of Norwich and forms part of the blue pedalway.</p> <p>Improve pedestrian crossings, widen pavements, reduce street clutter, and increase bus stop capacity at Anglia Square to create a more attractive and safer environment for all. Introduce mobility hub facilities.</p>
Tombland	<p>Tombland is an historic public space that accommodates multiple competing transport requirements but its design is not fit for purpose.</p> <p>Implement the pedestrian, cycling and public realm improvements approved at the Transforming Cities Joint Committee in August 2019.</p>
Pink pedalway: Palace Street	<p>Palace Street offers a poor level of service to cyclists using the pink pedalway between the city centre and the north east of the city.</p> <p>Extend the two way off-carriageway cycle track from Tombland to St Martin at Palace Plain.</p>
King Street	<p>King Street is a well-connected historic street in the city centre that is experiencing significant development along its length, houses the National Writers Centre and Wensum Lodge, provides a vital pedestrian and cycle link from the city centre to the East Norwich Regeneration Area on the edge of the city centre and forms part of national cycle route 1.</p> <p>Improve street surfaces and pedestrian priority to encourage activity and investment to flow towards development sites and cultural institutions on King Street and in East Norwich.</p>

<b>Scheme name</b>	<b>Summary description and scheme benefits</b>
City Centre low / zero emission zone	<p>The City Council formally declared the whole of the city centre as an air quality management area (AQMA) in November 2012 and further action is needed to improve air quality.</p> <p>Make the minimum emission specifications more rigorous in the heart of the city centre, supported by other projects in the programme that aim to improve air quality</p>

### Wymondham to City Centre

<b>Scheme name</b>	<b>Summary description and scheme benefits</b>
Wymondham train station mobility hub	<p>More than 1 million people travelled between Norwich and Cambridge by rail in 2018, which is the highest ever amount. However, no bus services call at Wymondham station to enable convenient onward travel. This means that people travelling to the Norwich Research Park (NRP) must travel into Norwich and then travel back out. Explore options for travelling directly to the NRP from Wymondham.</p> <p>Provide step-free access to the Cambridge-bound platform. Provide facilities for buses and coaches to adequately serve Wymondham station forecourt. Introduce mobility hub facilities.</p>
Thickthorn Park & Ride mobility hub expansion	<p>Thickthorn is the most popular Park &amp; Ride site and there is the potential for additional bus services to run to the University of East Anglia (UES) / NRP, as well as the city centre, to meet growing demand.</p> <p>Expand Thickthorn Park &amp; Ride site</p>
Norfolk and Norwich University Hospital (NNUH) mobility hub	<p>The current arrangement for bus manoeuvres and access to bus stops around the outpatient entrances is congested, with conflict between many different types of vehicles and hospital users.</p> <p>Provide a new bus interchange within the hospital site and additional bus stops to better serve the wider hospital site.</p>
Cross Valley Link	<p>The lack of a direct connection between UEA and NRP that is usable by buses requires lengthy routing via Earlham Road to serve the NNUH, NRP and UEA.</p> <p>Provide a new transport link across the Yare Valley from the western end of Chancellors Drive to cater for the increasing movements of people across the wider UEA, NNUH and NRP site, providing segregated routing for buses, pedestrians and cyclists.</p>



Scheme name	Summary description and scheme benefits
UEA – City centre via South Park Avenue and Unthank Road including Unthank Road mobility hub	<p>Buses are delayed by localised pinch points caused by narrow carriageway widths and on-street parking.</p> <p>Address localised pinch points to ease bus flow. Introduce mobility hub facilities.</p>
Newmarket Road (Eaton Road - Christchurch Road) including Newmarket Road mobility hub	<p>Newmarket Road forms part of the blue pedalway between Wymondham, Hethersett, Eaton and the city centre. There is currently no signalised crossing facilities at Eaton Road for cyclists or pedestrians that are using the shared path on the south side. The stepped cycle track, which offers space and protection for inbound cyclists, is missing from the section between Christchurch Road and the outer ring road.</p> <p>Extend stepped cycle track from Christchurch Road to the outer ring road and provide a controlled crossing over Eaton Road. Review measures through the Eaton Road, outer ring road and Christchurch Road junctions that will improve bus and general traffic flow</p>
St Stephens to City College	<p>There are thousands of pedestrian movements to and from City College but the pavements on St Stephen's Road are too narrow to comfortably accommodate the demand.</p> <p>Provide a substantially wider footway to support existing and future growth in further education provision at the college.</p>
Mobility Hubs at Wymondham Market Cross and Hethersett (in addition to those mentioned above)	Introduce mobility hub facilities and catchment works.

## Easton to City Centre

Scheme Name	Summary description and scheme benefits
Dereham Road / Longwater Lane	<p>Delays are experienced by bus passengers on the section of Dereham Road between Longwater Lane and the Wendene roundabout and cyclists are forced to share the carriageway with heavy, fast moving traffic.</p> <p>Introduce bus lanes and an off-carriageway cycle path.</p>
Dereham Road / Richmond Road (including link to Bowthorpe)	<p>The crossing on Dereham Road between the Bowthorpe cycle path and Richmond Road is a popular place to cross for school children moving between Bowthorpe and Ormiston Victory Academy and residents of Costessey accessing outbound bus stops on Dereham Road and jobs at the Barnard Road industrial estate. It also provides a connection for people living in Costessey who wish to cycle into the city along the Green pedalway</p> <p>Upgrade the crossing so it is capable of being used conveniently by people on foot and cycle.</p>
Dereham Road / Breckland Road and Costessey / Bowthorpe mobility hub	<p>A cluster of bus stops to the east of the Wendene roundabout have the potential to become a central location where residents of Costessey and Bowthorpe can access express bus services. However, buses are currently delayed on the approach to the roundabout and it is unclear where passengers should go to access the various bus services. This is compounded by the unattractive pedestrian subway beneath Dereham Road.</p> <p>Allow buses to access a bus gate bypass of Wendene roundabout on the old alignment of Dereham Road; consolidate the bus stops and provide better access by replacing the subway with a signal-controlled pedestrian and cycle crossing. Introduce mobility hub facilities.</p>
Purple pedalway (Earlham Green Lane – Marriott's Way)	<p>The Purple pedalway in this part of the city connects Hellesdon, Marriott's Way, Costessey, Bowthorpe and the NRP where significant housing and jobs growth is planned. It is also an important green infrastructure link between the Wensum and Yare valleys. The section in the vicinity of Dereham Road is the weakest part of the route, presenting cyclists with difficulties accessing Marriott's Way at the bottom of Oval Road, contending with fast moving traffic on Norwich Road and the lack of a crossing over Dereham Road.</p> <p>Upgrade the quality and safety of the purple pedalway between Marriott's Way and Bowthorpe Three Score to further encourage sustainable travel in this area.</p>

Scheme Name	Summary description and scheme benefits
Marriott's Way to Hellesdon Road	<p>Marriott's Way provides a popular and convenient traffic-free walking and cycling connection between the city centre, Drayton and beyond. It follows the track bed of the former railway apart from the section between Hellesdon Road and Gunton Lane where the route awkwardly deviates with a difficult crossing at the bottom of Marl Pit Lane.</p> <p>Realign Marriott's Way with a surfaced and ramped path on a more direct route along the track bed of the railway enabled by the installation of a new cycle and pedestrian crossing close to Hellesdon Bridge.</p>
Dereham Road outbound approach to Larkman Lane including Larkman mobility hub	<p>Delays are experienced by bus passengers on the outbound approach to the Larkman Lane junction and the facilities for shared mobility including bus stops and access to them needs to be improved at this important community focus.</p> <p>Introduce an outbound bus lane on the approach to Larkman Lane and introduce mobility hub facilities.</p>
Dereham Road approach to Bowthorpe Road	<p>Delays are experienced by bus passengers on the inbound approach to Bowthorpe Road.</p> <p>Provision of an inbound bus lane on the approach to Bowthorpe Road.</p>
Dereham Road / Old Palace Road / Heigham Road	<p>Delays are experienced by bus passengers on the inbound approach to Old Palace Road. Cyclists riding outbound on the section of Dereham Road between Heigham Road and Bowthorpe Road lack protected space.</p> <p>Options are being considered for bus and cycle lane provision.</p>
Longwater junction	<p>There is considerable current and planned housing development in Easton and Costessey around Longwater. These areas are beyond the current limit of the Norwich cycle network because the Longwater junction presents a barrier to cycling beyond Bowthorpe.</p> <p>Extend the Green pedalway from Bowthorpe to Easton via a new pedestrian / cycle bridge over the A47 that avoids the Longwater junction to connect communities with schools, services and jobs in the city.</p>
Mobility Hubs at Easton,	Introduce mobility hub facilities and catchment works.

<b>Scheme Name</b>	<b>Summary description and scheme benefits</b>
Queens Hills, Dereham Road (near Hotblack Road) and Dereham Road (near Duoro Place) (in addition to those mentioned above)	

### Airport to City Centre

<b>Scheme name</b>	<b>Summary description and scheme benefits</b>
Yellow pedalway extension to Horsham St Faith	<p>Horsham St Faith and The Nest community sports facility are within cycling distance of the city, but they are not accessible via the current cycling infrastructure. This means that cyclists have to ride with the heavy traffic on Holt Road between the airport and the Broadland Northway.</p> <p>Provide an off-carriageway cycle path on the east side of Holt Road to better connect these locations.</p>
Norwich Airport access – industrial estate link	<p>The lack of a public route between the airport terminal and airport industrial estate that is useable by pedestrians, cyclists and bus passengers means that fewer people can access the airport industrial estate and International Aviation Academy without a car and the yellow and purple pedalways cannot provide a safe route to the airport and Horsham St Faith from the city centre.</p> <p>Provide a new public transport, pedestrian and cycling connection between Amsterdam Way and the airport industrial estate and identify further priority for buses to serve the industrial estate.</p>
Cromer Road and Aylsham Road (Fifers Lane – Glenmore Gardens)	<p>Cromer Road and Aylsham Road provide a key public transport corridor from North Norfolk, Hellesdon and the Airport P&amp;R site but bus passengers are currently delayed by congested conditions along Cromer Road and Aylsham Road.</p> <p>Provide significant lengths of inbound bus lanes on Cromer Road and Aylsham Road.</p>

<b>Scheme name</b>	<b>Summary description and scheme benefits</b>
Boundary junction	<p>Bus passengers are delayed on Cromer Road and Reepham Road approaching the Boundary junction and conditions for cycling on Reepham Road are not favourable.</p> <p>Seek to prioritise bus movements on Cromer Road and Reepham Road approaches to the Boundary junction, assisting cyclists and pedestrian crossing movements.</p>
Vera Road – Rye Avenue crossing	<p>Access into the city from Hellesdon for cyclists is difficult because there are no crossings over the Boundary Road section of the outer ring road for cyclists.</p> <p>Provide new signalised crossing of the outer ring road for cyclists and pedestrians between Rye Avenue and Vera Road.</p>
St Augustine's Gate	<p>Buses and long vehicles approaching the St Augustine's Gate junction from Aylsham Road are unable to position themselves within the traffic lanes due to the existing highway geometry.</p> <p>Modify the approach to this junction to reduce conflict between road users.</p>
Airport P&R mobility hub	<p>Consider the potential for a new P&amp;R site accessed off the Broadland Northway junction on A140. This could provide additional capacity and would benefit from other public transport measures along the corridor.</p>
Mobility hubs at Vulcan Road and Mile Cross (in addition to those mentioned above)	<p>Introduce mobility hub facilities and catchment works.</p>

## Sprowston to City Centre

Scheme name	Summary description and scheme benefits
Wroxham Road	<p>Wroxham Road is a key access for longer distance buses from North Norfolk, villages to the north of Norwich and the Sprowston Park and Ride. Delays are experienced by bus services and there is little cycling infrastructure provided.</p> <p>Extend existing bus lane on Wroxham Road and convert to 24hrs to improve reliability of buses          Improve path on west side and allow cycling between Allen's Avenue and Blue Boar Lane with new crossings on Wroxham Road and Chartwell Road.</p>
Sprowston Road (south of the outer ring road)	<p>As with Wroxham Road, bus delays and unreliability are experienced by passengers and there is little cycling infrastructure.</p> <p>Provide new inbound and outbound bus lanes and seek to provide an outbound segregated cycle track.</p>
Sprowston Road (Magdalen Road - Denmark Road)	<p>The section of Sprowston Road between Magdalen Road and Denmark Road is very narrow, causing delays for buses and general traffic, difficulties for cyclists and obstructed footways for pedestrians.</p> <p>Options considered for addressing this could include parking removal or the introduction of a one-way system.</p>
North East Norwich new Park & Ride supersite	<p>An option could be considered for a new potential replacement Park &amp; Ride site accessed from the Broadland Northway serving the Sprowston Road corridor.</p>
Mobility hubs at Wroxham Road shops, Sprowston Road near Templemere and Sprowston Road near Denmark Opening	<p>Introduce mobility hub facilities and catchment works.</p>

## Rackheath to City Centre

Scheme name	Summary description and scheme benefits
Pink pedalway: Salhouse Road	<p>Traffic conditions make it hard for people to cycle on Salhouse Road between the end of the pink pedalway at Harrison's Wood and the Broadland Northway.</p> <p>Extend the Pink pedalway with an off-carriageway cycling and walking path between Harrison's Wood and the Broadland Northway.</p>
Plumstead Road / Woodside Road	<p>The current double mini roundabout at this location is difficult to navigate, particularly for public transport.</p> <p>Consider options to amend the junction layout to make it easier to navigate for buses and other road users.</p>
Heartsease Fiveways roundabout	<p>The current roundabout is key pinchpoint on Plumstead Road and delays buses and general traffic and is difficult for cycles and pedestrians to navigate.</p> <p>Consider options to improve the junction to provide improved facilities for all users.</p>
Kett's Hill roundabout	<p>Buses are delayed on the Kett's Hill approach to the roundabout and there is a poor accident record for cyclists.</p> <p>Introduce a bus lane on Kett's Hill approach facilitated by the removal of parked cars and alterations to the roundabout to improve safety for cyclists.</p>
Mobility hubs at Plumstead Road shops, Salhouse Road (near Atlantic Avenue) and Rackheath	<p>Introduce mobility hub facilities and catchment works.</p>

## Broadland Business Park to City Centre

<b>Scheme name</b>	<b>Summary description and scheme benefits</b>
Broadland Way	<p>Traffic-free cycling and pedestrian access between Rackheath and Broadland Business Park in the growth triangle as part of a planned longer route to Wroxham would encourage cycling to work.</p> <p>Provide traffic-free pedestrian and cycle path between Middle Road and Broad Lane.</p>
Yarmouth Road / Pound Lane	<p>Traffic congestion causes delays to bus passengers.</p> <p>Provide eastbound bus lane on approach and seek to reduce delays and improve capacity through the junction.</p>
Yarmouth Road / Thunder Lane	<p>The signalised junction at Thunder Lane causes delays to buses on Yarmouth Road.</p> <p>Identify options to provide priority to the main traffic flow on Yarmouth Road.</p>
Thorpe Road / Harvey Lane – bus priority	<p>Delays are experienced by bus passengers on the approach to Harvey Lane.</p> <p>Introduce a bus lane on the outbound approach to Harvey Lane.</p>
Removal of parking at pinch points	<p>On-street parking at various locations along Yarmouth Road creates pinch points that delays general traffic, particularly buses, and creates difficult cycle conditions.</p> <p>Seek to relocate some existing on street parking to off-road parking on Yarmouth Road.</p>
Purple Pedalway: Lion Wood	<p>The purple pedalway connects Thorpe Road to Plumstead Road via Lion Wood. The path through the ancient woodland is heavily rutted and flash floodwater collects in the valley and surges down to Wellesley Avenue South and Thorpe Road.</p> <p>Provide a more appropriate surfaced path so cyclists and people with mobility problems can access the woodland and move between neighbouring areas.</p> <p>Install sustainable urban drainage features to capture and infiltrate floodwater to mitigate flooding.</p>



<b>Scheme name</b>	<b>Summary description and scheme benefits</b>
Rackheath – East-West highway link across railway	<p>New highway access is required to serve housing development in the growth triangle.</p> <p>Build a highway bridge over the rail line as part of the growth triangle link road.</p>
Postwick Park and Ride mobility hub	Expansion of existing P&R site
Mobility hubs along Thorpe Road at Harvey Lane, near Primrose Crescent and Broadland Business Park	Introduction of mobility hub facilities and catchment works.

## **APPENDIX E – FUTURE GREEN INFRASTRUCTURE, COMMUNITY AND EDUCATION PROJECTS**

District	Project/Scheme Description	Status	Total Est. Scheme Cost (£,000)	Contributory funding (£,000)	Source	Funding need (£,000s)	Spend Profile £'000s									
								2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Post 2025
Green Infrastructure Projects																
Broadland	North West Woodlands - delivery of new country park		750		CIL/Other	750										
Broadland	Great Plumstead Hospital - cycling and pedestrian enhancment and biodiversity project		185		CIL/Other	185										
Norwich/Broadland	Lion Wood	Feasibility work about to commence	TBC		CIL/Other											
Norwich	MW: Hellesdon Station Area	Feasibility work about to commence	210	HLF MWHT funding sought	CIL / Other	210				105	105					
Norwich	Kett's Heights	10k Neighbourhood CIL in 16/17	210	£12k Friends of Ketts Heights	CIL / HLF	50					50					
Norwich	Riverside Walk Missing Link Duke St to St George's St	Feasibility	300		CIL / Other	300						300				
South Norfolk	East Wymondham GI project - Access and biodiversity improveemnt project		140		CIL/Other	140										
South Norfolk	Poringland Woods - Access and impovement scheme		30		CIL	30										
South Norfolk	Frenze Beck - Restoration and access enhancement project		40		CIL	40										
Area-Wide	Green Loop	Feasibiity on-going	tbc		Other/CIL	tbc										
Area-Wide	Burlingham Country Park	Feasibility at stage 1	tbc		Other/CIL	tbc										
Area-Wide	Yare Valley Parkway	Feasibility on-going	tbc		Other/CIL	tbc										
Community Facilities																
Broadland	Brook & Laurel Farm Community Building	Requires Project Brief / Feasibility	500	100	S106/CIL	400					500					
Broadland	North Sprowston & Old Catton Community Space including library	Requires Project Brief / Feasibility	2,400	0	S106/CIL	2,400						2,400				
Broadland	Land South of Salhouse Road Community Building	Requires Project Brief / Feasibility	500	0	S106/CIL	500					500					
Broadland	Rackheath Community Building	Requires Project Brief / Feasibility	500	0	S106/CIL	500						500				
Broadland	Cremer's Meadow, Brundall	Project Development	25	0	CIL / NBhd	25			25							
Broadland	Great Plumstead Open Space / Community Orchard	Project Development	25	0	CIL	25				25						
Norwich	Strategic play (including 5 projects)		430	0	CIL	430				115	100	115	100			
Libraries																
Broadland	Expansion of Sprowston Library	Commencing planning			S106/CIL					X						
Broadland	Reepham self access improvement		30		CIL	30					30					
Norwich	West Earlham self access improvement		43		CIL	43					43					

South Norfolk	Expansion of Long Stratton library	Awaiting developer contributions once development proceeds.			S106/CIL											
South Norfolk	Hingham self access improvement		20		CIL	20					20					
Sports Facilities																
Broadland	Extend and Refurbish Rackheath Pavilion	Requires Project Brief / Feasibility	TBC from feasibility		CIL/ Other	TBC				x						
Broadland	Modernisation of Thorpe St Andrew School swimming pool	Feasibility Study required	1000		S106/ CIL											
Broadland	New Sports Hall in Thorpe St Andrew	Feasibility Study required	2700	1900	S106/ CIL	800			2,700							
Broadland	Modernisation of Hellesdon High School sports hall				S106/ CIL											
Broadland	Modernisation of Sprowston High School Swimming Pool		1000		S106/ CIL											
Broadland	Modernisation of Sprowston High School Sports Hall	Feasibility Study required	TBC from feasibility													
Broadland	A new sports hall in a growth area (such as Rackheath) co-located with a new secondary school	Masterplan developed, planning application expected Summer 2017	2750													
Broadland	A new sports hall in Acle	Feasibility Study required	2700		S106/ CIL											
Broadland	Improve Facilities at King George V Playing Field	Requires Project Brief / Feasibility	TBC from feasibility		S106, CIL and Other											
Broadland	Brundall 3G Football Pitch Sports HUB Yarmouth RoadReady to select contractor	Design required	1400		S106/CIL					x	x					
Norwich	Football Pitch Improvements	Condition survey undertaken/project plan being written/dependent on Norfolk FA LFFP.	115		CIL/S106					34	33	33				
South Norfolk	New Swimming Pool and Sports Hall in Diss	ALS/FMG completed feasibility report 2018/19. OPE funding secured to advance project to next stage, on Community Hub concept.	16-18,000,000	6,800-8,800	CIL/ Other	15,900						1600				
South Norfolk	Artificial Grass Pitch in Diss	Linked to above project, potentially on Diss High School site	500		CIL/ Other							500				
South Norfolk	Improvements to Hales cricket and bowls clubhouse	Project subject to delays due to site access/utility issues.	160	130	CIL	30				30						
South Norfolk	Long Stratton Sports Hub, pitch improvements	Work expected on pavilion to commence April 2019, pool work at tender stage.	3200	2,700	CIL/ Other	500			2000	1200						
South Norfolk	New sports improvements (artificial grass pitch for football/rugby) in Wymondham	Complete: full aize AGP opened for use December 2018.	1000		CIL/ Football Foundation/SNC	250		1000								

Education																
District	Project/Scheme Description	Status	Total Estimated Project Cost (£,000)	Contributory funding and Source		Funding Need (£'000s)	Spend Profile £'000s									
				\$106	Basic Need		to date	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Post 2025
Broadland	Blue Boar Lane New Free School 420 Primary	On site construction	7,600	5,800	1,800		3,840		2,560	1,200						
South Norfolk	Trowse New 210 Primary	Awaiting start on site date in discussion with housing developer	5,000	800	4,200		2,580		1,720							
South Norfolk	Hethersett New 420 Primary	Planning approval pending	8,000	4,500	3,500		500	3,750	3,750							
Norwich	New Bowthorpe Primary School	Discussions with Norwich City Council on appropriate site	8,000	2,500		5,500			500		2,000	3,000				
South Norfolk	Hethersett Junior reorganisation	Design underway approaching planning application	4,600		3,600	1,000		500	2,050	2,050						
South Norfolk	Wymondham High Extension	Next phase of masterplan underway	10,000	10,000			2,000	2,000	3,000	3,000						
South Norfolk	Wymondham New 420 Primary Silfield	Developed design underway but paused due to access and services	8,000	5,100	0	2,900	500					3,750	3,750			
South Norfolk	Mulbarton Primary expansion to 3FE	Masterplan complete. Awaiting pressure on pupil numbers	4,150							500	1500	2150				
Broadland	Little Plumstead VA Primary Extension to 420	Planning apppproval received. Awaiting pressure on pupil numbers	4,050	400		3650		250	400		1,700	1,700				
South Norfolk	Hethersett High Extension	Planning approval pending	8,000	1,754	5,036	210		500	500	2,000	2,000					
Broadland	Hellesdon New 420 Primary	Waiting for development to commence	8,000	0	0	8,000					500	3,500	4,000			
South Norfolk	Easton Primary Extension to 420	Awaiting further housing growth for permanent capital project	4,000	0	0	4,000						1,000	1,500	1,500		
South Norfolk	Hingham Primary Mobile Replacement	Feasibility underway	900			900				450	450					
South Norfolk	Cringleford New 420 Primary	Dialogue commenced with developers on school site	8,000	0	0	8,000						500	3,500	4,000		
South Norfolk	Long Stratton New 420 Primary	Waiting for development to commence	8,000	0	0	8,000									500	7,500
Broadland	North Norwich New Secondary and existing schools	Preferred site identified. Waiting for development to commence.	26,000			26,000							2,600	2,600	2,600	18,200
Broadland	Blofield New 420 Primary	Discussions with Broadland/Parish on new site.	8,000			8,000				500	3,500	4,000				
Broadland	Brundall Primary extension to confirm 315 places	Feasibility underway	TBC			TBC										
Broadland	Beeston Park New Free School 420 Primary #1	Waiting for development to commence	8,000			8,000						500	3,500	4,000		
Broadland	South of Salhouse Road New 420 Primary	Waiting for development to commence	8,000			8,000								500	3,500	4,000

Broadland	Beeston Park New Free School 420 Primary #2	Waiting for development to commence	8,000			8,000										8,000
Broadland	Rackheath New 420 Primary #1	Waiting for development to commence	8,000			8,000								500	3,500	4,000
Broadland	Rackheath New 420 Primary #2	Waiting for development to commence	8,000			8,000										8,000
Broadland	Land East of Broadland Business Park New 420 Primary	Discussions with land promoter	8,000			8,000							500	3,500	4,000	